

STRAYED OR STOLEN

One 3-year old Mare, between a dun color and iron gray, with roman nose; small white stripe in forehead and a little white on nose; three feet are white half way up ankle, right hind hoof with white ring above hoof. Flat shoes on hind feet \$5.00 reward for return of horse or information leading to return.

J. F. PARKER' Frankclay, Mo.

Co-operative Extension Work in Agriculture and Home Economics

College of Agriculture, University of Missouri, U. S. Department of Agriculture, St. Francois County Court, and St. Francois County Farm Bureau, Co-operating.

ST. FRANCOIS COUNTY FARM BUREAU

BERT L. FRANCE
Farm Adviser

FARM BUREAU OFFICERS

W. H. Smollinger.....President
W. E. Matkin.....First Vice President
Robt. Sellers.....2nd Vice Pres.
M. P. Cayce.....Treas.
Miss Myrtle Jackson.....Sec.

Directors:

Will Kinkead, Libertyville.
Will London, Farmington.
John Rion, Farmington.
J. H. Shuner, Bismarck.
Lee Welker, Farmington.

Movable Schools of Home Economics

The time is at hand when the application for movable schools of Home Economics must be filed. It is hoped that all those desiring to promote one of these schools in their community will notify the County Agent at once. Application blanks will be furnished and these are to be signed up as rapidly as possible. This work will not be insisted upon this year, because we believe that the people have had opportunity to judge for themselves as to whether these schools are worth while. So if the ladies of the county want them, we will be glad to offer them but we will not urge the project.

A. Preventive and Cure for Worms in Hogs

Of all farm animals, hogs are the most common hosts for worms. Unless they are free from them the most economical gains cannot be made. Worms check the growth of shoats and frequently cause chronic indigestion and sometimes death.

Four species of intestinal worms infest hogs. Of these the round worm (Ascaris suis), is the most common. This parasite is found in the small intestine and after death migrates forward into the stomach. The worms vary from 4 to 10 inches in length, are cylindrical in shape and in color are yellowish white. The eggs and embryos pass out in the excrement and scatter everywhere; hence the need of thorough disinfection of the premises. Hogs become infested through the feed and water taken into their digestive tracts. We recommend the following formula for hogs infested with worms: (Dose for 100 pound pig)

Santonin, 5 grains,
Calomel, 2 grains,
Arecia Nut, 2 drams,
Sodium Bi-Carbonate, 1 dram.

The hogs should be divided into lots of 6 to 10 head and watered and the drugs apportioned accordingly. For example, if one lot of 10 hogs weighed 1000 pounds, it should receive ten times the above dose. The hogs should be kept off feed for 12 to 18 hours previous to giving treatment. In the morning mix the drugs into a slop of shorts and give it to the hogs. In the evening of the same day give the dosed hogs a bran mash. This will flush out the worms. Gather all the expelled parasites and burn them.

Formula to Prevent Worms:
Common salt, 3 pounds,
Glauber's Salts, 3 pounds,
Salsoda, 3 pounds,
Copperas, 3 pounds,
Sulphur, 1 pound.

This should be placed in boxes about 12 by 12 by 4 inches and kept under cover before the pigs at all times.

Good roads

The entire country is rapidly awak-

ening to the need of a comprehensive system of good roads.

It requires men of vision to see the great benefits that must accrue to all people, consumers as well as producers, as our roads are improved. It is fortunate that we have so many public spirited men of this type who are willing to contribute of their time and money to the furthering of the good roads movement.

It has been ascertained by engineers of ability who have taken great pains to figure it out that it costs—

8 cents to haul a ton one mile on hard surfaced roads,

25 cents on fair earth roads,

39 cents on earth roads containing ruts,

32 cents on wet sandy roads,

64 cents on dry sandy roads,

and transportation is impossible on some types of roads at some times in the year. For instance, the heavy gumbo roads when wet are almost impassable for light vehicles, say nothing of hauling produce over them.

The average haul in the United States is about 10 miles, so at a cost of 25 cents per ton a mile, it costs or an average of \$2.50 per ton to haul our farm produce from the farm to the railroad.

The Interstate Commerce Commission reports show that the railroads handle annually about 900,000,000 tons of freight of which about 30 per cent or 270,000,000 tons are the products of the soil.

Estimating this at \$2.50 per ton, we have \$675,000,000 in this item, of which two thirds or \$450,000,000 is an absolute loss, due to bad roads.

But these figures, startling as they appear, are only a part of our farm tonnage. Think of all that moved from farm to farm, farm to village, village to village, from farm to docks for further transportation by water.

This is yet not all. The undeveloped land, the improperly farmed land, the great loss and waste of farm products incident to the great expense of hauling them over impassable roads, are all factors in the tremendous loss due to bad roads. This loss in full would no doubt be more than \$1,000,000,000.

We have today 2,155,000 miles of public roads in the United States. About 180,000 of these are hard surfaced. More than nine-tenths of the grand total of roads in the United States are almost unfit for use during the rainy season.

Bad roads have detrimental effect upon every form of industry. One of the very striking results in the effects upon population. In 25 counties selected at random by the office of public roads where there was only an average of 11-2 per cent of improved roads, the population between 1890 and 1900 fell away over 3000 persons to each county, while in another 25 counties where there was an average of 40 per cent good roads, the population in each county had increased over 20,000. It is density of population and accessibility of lands which increases the value of land.

Good roads mean better schools and churches. In five States where in 1914, 38 per cent of the roads were improved, 77 out of each 100 pupils enrolled, attended school regularly. In five States where in the same year there were only 21-2 per cent of the roads improved, only 59 out of each 100 pupils enrolled attended regularly. Thus good roads enable 30 per cent more children to attend school.

The Attitude of the Farmer Toward Public Roads

Farm life can be made more attractive. No matter how fertile the land or how favorable its topography and climate, if the farmer and his family are imprisoned for six months of each year by bad roads, he is not getting very much out of farm life. He cannot easily reach his neighbors, his school, his church or his town.

The profit of the farmer is represented by the difference between the cost of production plus transportation and the selling price. If he can reduce the cost of transportation by \$650,000,000, the farmer would be easily benefited by one-half of this granting that the city inhabitants would benefit by the other half of the saving.

We complain of the high cost of living, but do not sufficiently analyze the high cost.

The consumer is equally interested in good roads and consequently cheaper transportation is the farmer. He should be as equally interested in them as he is interested in freight transportation and the rates incident thereto.

If the farmer has good roads he can haul three tons where he hauled one before. He can haul three miles as cheaply as he hauled one before. The man 15 miles from town can haul his produce as cheaply as the one who lives out five miles formerly could. He will be able to market produce that before would not pay its way. He would be able to market every day in the year where now he can only market about seven months out of twelve, and therefore would have a steady market throughout the year, whereas by muddy roads he may be prevented from hauling several months in the year. The time of hauling his heavier farm produce will not be determined by the condition of the roads, but by the condition of the market. There are farmers in this county who because of bad roads could not haul their wheat and were forced to take 30 cents a bushel less when the roads became good.

If our roads were uniformly improved, traffic would not be congested at one season and very limited at another because the hauling would be distributed more evenly throughout the year. The railroads could therefore maintain a more regular service with less equipment, fewer employees and lower cost of operation. This means cheaper freight rates for all people and consequently lower cost of living. The farmers could do their hauling when the fields were in no condition to work, whereas now, by the time the roads are in condition, the fields are also ready, making farm work very congested at certain times of the year.

These results suggested in favor of good roads would no doubt be multiplied several times because it would make possible the operation of a gasoline truck at all seasons of the year. We have not taken into account the wear and tear on teams due to bad roads, the destruction of wagons and vehicles, the danger to life and limb.

Road building is the most important factor of all in making the farm more desirable to the people, in making the farm more attractive, and giving to it those elements which are necessary and essential to peace of mind and to the prosperity and happiness of the farmer.

INSECT INKLINGS

Corn root worms yield best to crop rotation, systematic clean culture, and fall plowing.

Garden web worms eat alfalfa, live and spin webs over the plant. If your field is badly infested, cut the alfalfa and disc the ground.

Wire worms injure corn and potatoes most but feed freely on wheat and oats. They thrive best in sod ground and may be controlled by crop rotation, fall plowing and good cultivation. So may the grub-worms.

Grasshoppers damage field and garden crops, and fruit and shade trees. Poison bran mash sowed early in the morning kills them and their eggs may be destroyed by cultivating pastures, meadows and waste lands late in the fall.

Corn root lice suck the juices from the roots of corn, grasses and weeds. They depend on colonies of small brown ants for protection and transportation and may be controlled by crop rotation, fall plowing and early spring cultivation to destroy weeds and grasses.

The army worm which eats the leaves of field and garden crops may be trapped in dusty ditches or killed with poison bran mash sowed broadcast late in the evening. Badly infested meadows should be cut at once to save as much of the hay as possible.

Hessian fly grubs feed between the leaf sheath and the stalk at the crown and lower joints of the plant. Destroy the "flax seeds" which produce next year's crop by discing and plowing stubble as soon after harvesting as possible. Keep down all volunteer wheat, sow late in the fall and get your neighbors to do the same.

The chinch bug sucks the juices of

corn, wheat, sorghums and other plants of the grass family. They may be trapped in dusty ditches if they go from wheat to corn, or in rainy weather an oil or tar barrier may be necessary. If they get to the corn, spray it with soap suds, emulsion or tobacco solutions. The clump-forming grasses by road sides and in waste lands may be burned in the late fall and early winter to kill chinch bugs which collect there for the winter.

The poison bran mash recommended by the Missouri College of Agriculture for the control of many insect pests is made of a half pound of powdered lead arsenate or half a pound of Paris Green mixed with 10 pounds of wheat bran. Add two gallons of water into which the pulp of two oranges or two lemons has been mixed together with a quart of molasses or syrup. This amount of poison bait is sufficient for sowing broadcast on two or three acres of the field to be protected. The proper use of this mixture in cut-worm time should save about half of the replanting each year.—T. J. Talbert, Missouri College of Agriculture.

BREAKING BROODY HENS

"Swat the Rooster" on May 20th and sell infertile eggs during the summer. It insures greater profits to the producer, the dealer can handle them on a smaller margin, and the consumer gets better eggs to use, which increases the demand.

The presence of male birds in the flock does not increase egg production, but from two to three per cent of the females are injured by the males, which lowers the egg yield from the entire flock.

Feeding the male birds after the breeding season is a useless expense. Many produce dealers pay more for roosters on "Swat the Rooster" day in order to encourage their sale.

If an egg contains the fertilizing germ, proper heat is the principal factor which will cause the germ to grow. The summer temperature will cause the germ to develop and if it is chilled or killed in any way, it is the point where decomposition begins. If there is no germ in the egg, there is no point for decomposition to set in except from an outside source. Therefore, infertile eggs are more satisfactory for all concerned.

It should not be understood that infertile eggs should be kept longer or cared for improperly for that would mean no improvement over old methods. Infertile eggs should be marketed just as often and cared for just as carefully as fertile eggs, which will insure an improved product for the market.

All eggs should be sold on the loss-off basis; i. e., all eggs should be candled and only the good eggs paid for. It will be seen that ten dozen infertile eggs, all good, will bring more money than twelve dozen fertile eggs if three dozen are candled out, being bad.

If you have a valuable male bird, which has proven to be a good breeder, don't sell him, but place him in a pen with half a dozen of the best hens and late hatching may be done from this pen.

Don't keep any males in the flock during the summer.

Hens should not be permitted to remain broody any length of time unless they are permitted to incubate some eggs. The longer a hen is permitted to sit, the longer it will take her to begin laying again after being in a broody condition. A good sized coop for breaking hens, is illustrated in our "Swat the Rooster" bulletin, which is free to residents of the State who ask for it. In writing for bulletins or information, be sure to sign name and address plainly.

FARMS FOR SALE

40 acres 2-1-2 miles west of Farmington; about 30 acres in cultivation; good buildings; on rock road.

120 acres 2 miles of Farmington, on a good road. 110 acres in cultivation, balance in timber. A-1 buildings of all kinds. This farm is in a high state of cultivation and is one of the best stock and grain farms in St. Francois county.

80 acres 7 miles from Farmington, all in cultivation; fair house and barn, and can be bought at a bargain.

93 acres 1-2 mile of Doe Run, on rock road; good house and barn; all in cultivation. Owner grew over 800 bushels of wheat last year. Well watered and good outside range for stock.

For sale or trade, 7-room house, large lot, well located and in good repair; price right.

46 acres 1 mile of Farmington on rock road. Nice, smooth, level land; about 40 acres cleared. No buildings.

40 acres 4 miles from town, well improved; good land.

Also 6 per cent money to loan on real estate security.

For further information, call on or address,

WM. O'SHEA

\$1 the year for all the news

TO TEACH POULTRY RAISING AT M. U. SUMMER SESSION

The man who wishes to know how to raise chickens or desires to equip himself so as to teach others how to raise chickens will have an opportunity at the University of Missouri, from June 8 to August 4. For the first time during the regular Summer session there is being offered a complete course in poultry keeping.

All the details of practical poultry raising necessary for success in the management of a poultry farm or a farm poultry flock are included: the houses, fixtures, appliances, eggs and poultry for market, judging chickens and how to mate and breed them, feeds, feed mixtures and how to use them, hatching with hens and incubators, raising by natural and artificial methods, diseases, etc.

There will be two lectures daily in addition to laboratory work which drives home the practical application of the principles. J. D. Elliff, director of the Summer Session, or H. L. Kempster, professor of poultry husbandry, University of Missouri, Columbia, can give full particulars.

WHY IMPLEMENTS COST MORE

Farm machinery is higher than ever this spring. This condition was not wholly unexpected, but farmers were rather unprepared for the extremely sharp advance in price for implements that are a necessity on the farm. So far, though, no thinking person has accused manufacturers or dealers with being in a combine, for there's a reason. Never in the history of the world has there been such a demand for steel and iron, and no matter what the article may be, abnormal demand means increased prices. Apparently the manufacturer and dealer is making no greater profit, if as much, as he did before increased selling price was necessary.

According to Frank Blake of the John Deere Company, raw material prices have advanced from 30 to 500 per cent, and the end is not in sight. And some materials cannot be had at any price. The 14-inch steel beam walking plow you have just been using costs almost 35 per cent more to manufacture than it did a few months ago. When you "straddle" that new cultivator for the first plowing this spring you will be handling an implement that was turned out at an increased cost of 26 per cent. So let's not quarrel with the home dealer; he's telling the truth when he explains that goods cost him vastly more. In fact, it's very possible that his sales are made at a decreased profit. The retailer seldom increases his price correspondingly with the advance made to him. He deals direct and must take the blame—manufacturer and jobber take it out in long-distance conversation.

Manufacturers tell us that even greater increase in prices is to come. Preparedness should be the motto of every Missouri farmer. On almost every Missouri farm discarded implements can be found that if properly cared for would have given years of added service. Too many farmers use

Dr. Price's Cream Baking Powder

Made from cream of tartar derived from grapes.

Best for good food and good health.

NO ALUM

the "big shed" in housing machinery, and as a result the junk dealer thrives. W. F. Rankin, president of the corporation owning the world's greatest corn farm, in Atchison county, Missouri, told me that few machine shelters could be found on the thousands of acres controlled by them. The cost of buildings, additional cost for insurance, and little incidental expenses for storing machinery made them decide that sheltering machinery during the "off" season was unprofitable. "But," added Mr. Rankin, "you understand that probably a machine on our farms is given ten times more use than one on the average farm during a season, and wears out in a comparatively short time. Then, too, we manufacture our own implements. I'm quite sure that a shelter for machinery on the average Missouri farm would prove profitable, as it would prolong the life on an implement for many years." And you will find few men more shrewd than W. F. Rankin. —Missouri Ruralist.

How Mrs. Harrod Got Rid of Her Stomach Trouble.

"I suffered with stomach trouble for years and tried everything I heard of, but the only relief I got was temporary until last spring I saw Chamberlain's Tablets advertised and procured a bottle of them at our drug store. I got immediate relief from that dreadful heaviness after eating and from pain in the stomach," writes Mrs. Linda Harrod, Fort Wayne, Ind. Obtainable everywhere. (adv.)

THE SECOND HAND STORE

Carries a full line of furniture and stoves, which we will sell for 1/2 to 1-3 the price of new. We do furniture and stove repairing, and upholstering of all kinds. We also carry a line of good composition Roofing, Barn and Roof Paint; Roof Cement for patching all kinds of roofs.

We solicit your patronage.
S. P. COUNTS, Manager.

Glorious Weather!--in California

WINTER is only a name out there--sunshine and flowers in a continuous combination. Every out-door pleasure.

Luxurious or medium-priced accommodations.

Go the Scenic Way on

The Scenic Limited

via the

Missouri Pacific

Denver & Rio Grande and Western Pacific

Call or write for information about low round trip fares

J. G. HOLLENBECK,
General Passenger Agent,
St. Louis.

Safety first; Courtesy always.



DOINGS OF THE VAN LOONS



It's about time Father pulled off a good one